

Regional Transit Framework Study

Management Committee

September 10, 2008



The Stage is Set

- Transit is suddenly a big issue
 - 1st quarter of 2008 – national transit ridership rose 3.3%, auto VMT dropped by 2.3%
- Rising transportation costs
 - \$9,498 – 2007 National avg. to drive a car 15,000 miles (AAA, based on gas at \$2.256 per gallon)
 - Oil – \$120+- per barrel (\$23 in 2001, \$27 in 2003)
 - Gas – \$4.00+/- per gallon (\$1.46 in 2001, \$1.59 in 2003)
 - Global energy consumption is projected to increase by 57 percent from 2004 to 2030 (U.S. EIA)
- Sustainability/environmental issues
- National security/energy supply



Framework Objectives

- **Long-range look at transit needs**
 - Long range vision for metropolitan growth; 2050 +/-
 - Detailed project descriptions; 2030
 - Guidance for future RTP updates and funding initiatives
 - Framework is not constrained by funding
 - Policy choices – What's the future role of transit?
- **Technical tools and analysis**
 - Understand regional travel patterns
 - Define mobility needs by mode and trip purpose/length
 - Strengthen connections between activity centers
 - Strengthen the land use/transportation connection



Our Approach

- **Customer based approach**
 - Listen to transportation system users and potential new users
- **Incorporate other efforts**
 - MAG, RPTA, METRO, ADOT, local jurisdictions
- **Address local conditions**
- **Provide technical tools to guide future policy discussions**



Project Scope & Process

- **Develop three scenarios**
 - **Scenario 1:** Incremental low cost expansion and potential acceleration of the RTP
 - **Scenario 2:** Moderate increase in financial resources, coordination with land use plans to reinforce transit patronage
 - **Scenario 3:** Raise public transit to a level that makes it competitive with automobiles in congested corridors
- **Develop regional service concepts for three geographic levels**
 - Community – corridors up to 8 miles
 - Subarea – corridors between 5 and 15 miles
 - Regional – corridors over 15 miles



Elements of a Model Regional Transit System

- **Community Level Regional Services (up to 8 miles)**
 - Provides connections in corridors between close proximity activity and population centers
 - Can include moderate density residential and commercial land use patterns
 - Examples: Albuquerque Rapid Ride & Portland Streetcar



Elements of a Model Regional Transit System

- **Sub-Area Services (5 to 15 miles)**
 - Provides connections in longer corridors between major regional activity centers\population centers and other regional services
 - Can include moderate to high density residential and commercial land use patterns
 - Examples: Eugene EmX & Denver HOV Express



Elements of a Model Regional Transit System

- **Regional Services (over 15 miles)**
 - Provides long distance connections between regional activity centers\population centers
 - Includes high density activity center within corridor
 - Example: Los Angeles Orange Line, Salt Lake City TRAX & Seattle Sounder Commuter Rail, San Francisco BART (heavy rail)



What Are Local Residents Saying About Transit?



Transit Focus Groups

- **Seven Focus Groups**

- Two with transit riders, two with non-riders, three with representatives from the disability community
- Residents in central locations are generally more satisfied with existing transit services
- Key words to describe the public transit system in the Valley were “slow”, “old” and “prehistoric”
- Key words used to describe transit systems in other areas were “seamless” and “painless”
- Most transit riders and non-riders alike are excited and optimistic about light rail service in the Valley



Barriers and Motivations for Using Transit

- **Barriers**

- Planning trips and substantial wait times
- Hours of operation, lack of frequency, and inadequate routes

- **Motivations**

- Current riders want more buses, more routes, greater frequency, and longer service hours
- Non-riders are unlikely to consider public transit as a viable alternative until the system can offer them a benefit in relation to **convenience, speed, and time**



How Does our Region Compare to Other Regions?



Peer Regions Reviewed

- Atlanta, GA
- Dallas, TX
- Denver, CO
- Salt Lake City, UT
- San Diego, CA
- Seattle, WA



Major Transit Modes Operated



Region	Bus	Light Rail	Heavy Rail	Commuter Rail	Vanpool
Atlanta	✓		✓		✓
Dallas	✓	✓		✓	✓
Denver	✓	✓		✓	✓
Salt Lake City	✓	✓		✓	✓
San Diego	✓	✓		✓	✓
Seattle	✓	✓		✓	✓
Phoenix	✓	✓			✓

✓ Under Construction

2006 NTD Annual Transit Boardings



Region	Total Boardings	Revenue Miles	Boardings per Capita	Miles per Capita
Atlanta	148,543,000	60,437,000	36.67	14.92
Dallas	87,507,000	55,611,000	18.20	11.56
Denver	86,572,000	54,028,000	37.88	26.27
Salt Lake City	38,595,000	30,188,000	40.84	31.94
San Diego	96,096,000	54,385,000	35.30	19.98
Seattle	168,639,000	94,493,000	58.66	32.87
Average	104,325,333	58,190,333	35.33	19.71
Phoenix	64,331,000	40,444,000	19.93	12.53

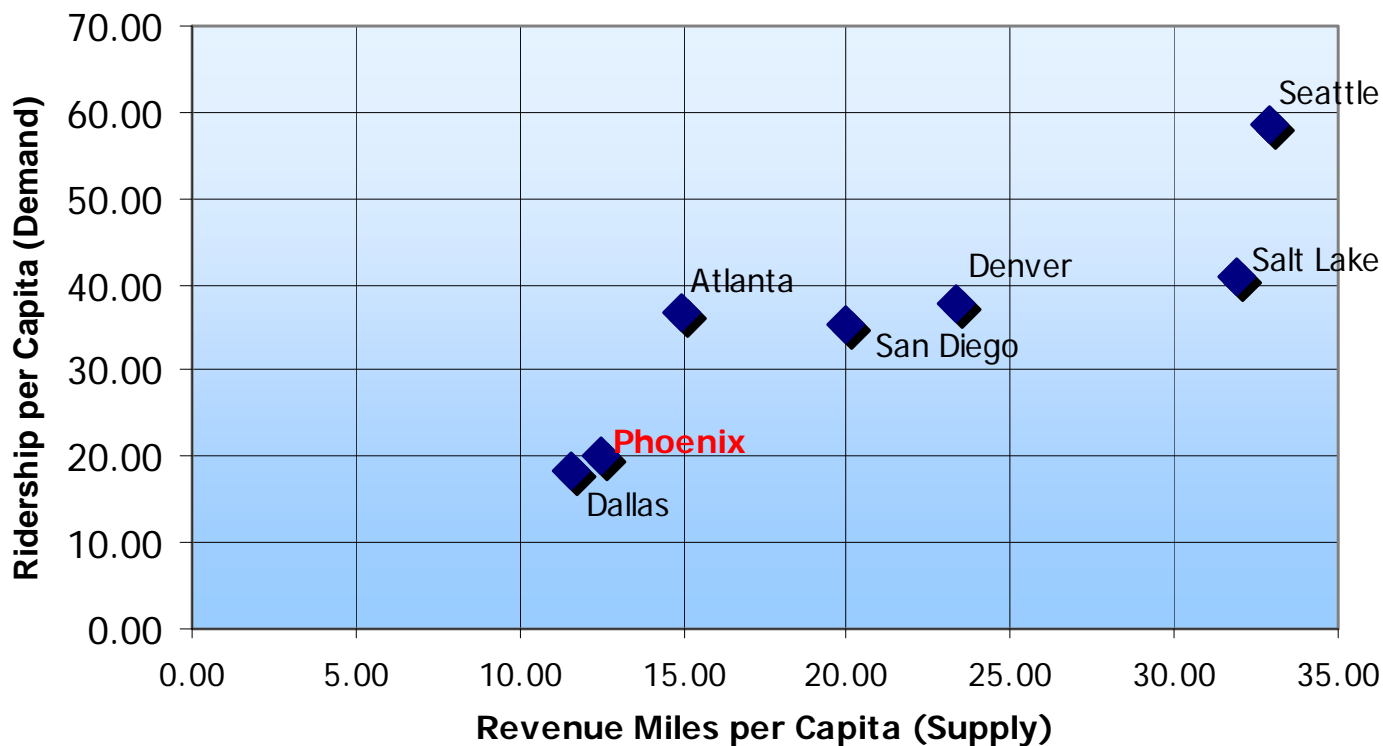
2006 NTD Operating Costs



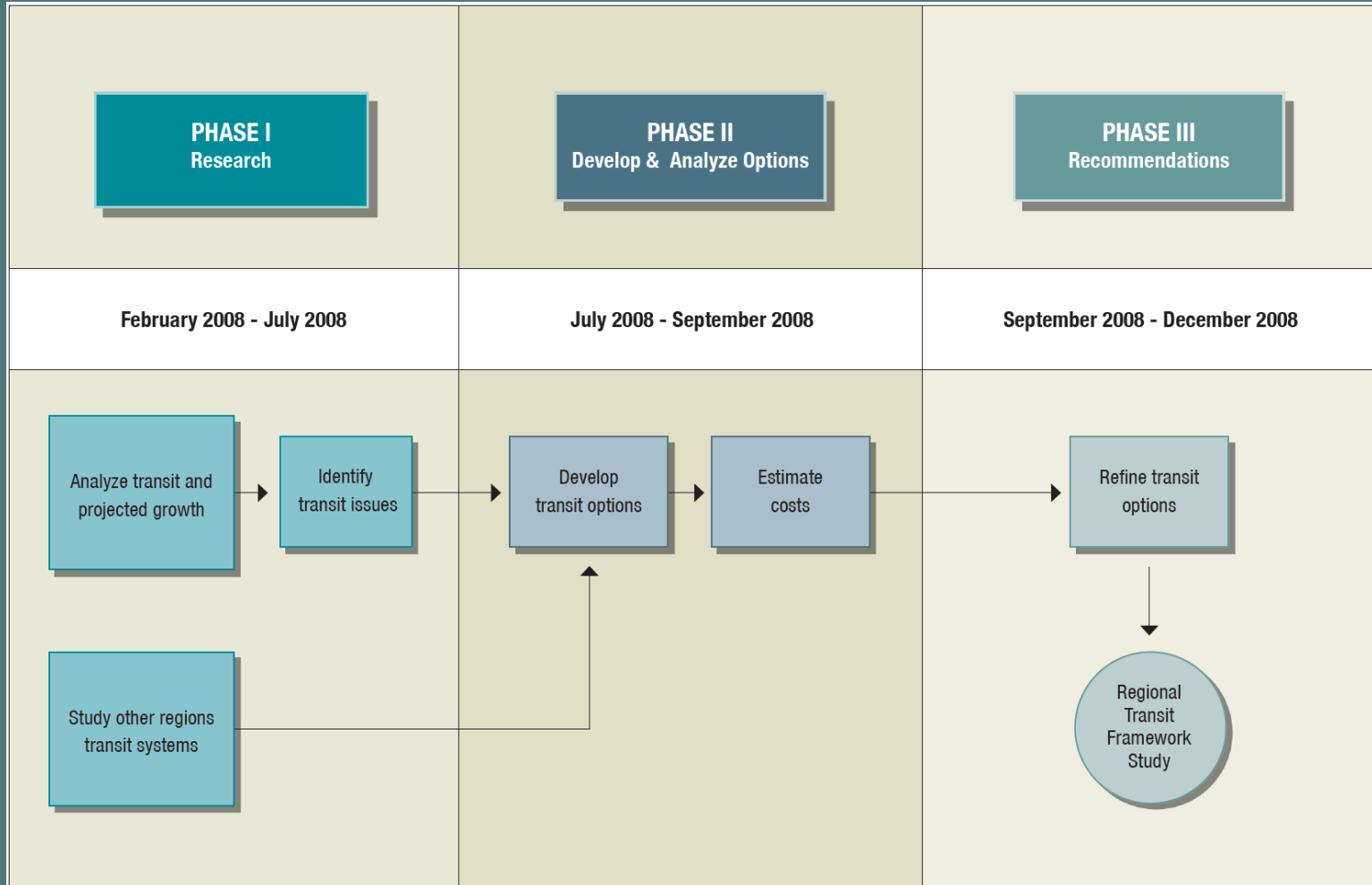
Region	Total Operating Expenses	Operating Expense per Capita	COLI*
Atlanta	\$331,704,840	\$81.88	96.1
Dallas	\$399,393,985	\$83.05	91.2
Denver	\$320,088,805	\$138.21	103.4
Salt Lake City	\$136,824,236	\$144.79	100.7
San Diego	\$264,244,089	\$97.08	139.5
Seattle	\$848,865,748	\$295.26	121.0
Average	\$383,520,284	\$129.87	---
Phoenix	\$229,507,781	\$71.10	100.6

* 2007 Composite Cost of Living Index

2006 Transit Supply & Demand



Schedule



Next Steps

- Finalize transit evaluation methodology
- Additional Stakeholder meetings (cities)
- August - October
 - Develop concepts for service scenarios
 - Develop and evaluate transit service scenarios
- November
 - Peer Review Workshop with the TPC
- December/January
 - Draft Regional Transit Framework Study



Regional Transit Framework Study

For more Information:

www.bqaz.org

Kevin Wallace, MAG
(602) 254-6300

